



U. S. S. CHARLES F. ADAMS (DDG-2)

C/O FLEET POST OFFICE  
NEW YORK, NEW YORK

IN REPLY REFER TO:

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From: Commanding Officer, USS CHARLES F. ADAMS (DDG-2)  
To: Chief of Information (Attn: PIO)

Subj: Updated Ship's History; forwarding of

Ref: (a) COMCRUDES LANTINST 5720.11

Encl: (1) Updated ship's history

1. In accordance with reference (a), enclosure (1) is hereby forwarded.

  
F. H. M. KINLEY  
By direction



USS CHARLES F. ADAMS (DDG-2)

The keel was laid for the first destroyer ~~planned~~ and built as a guided missile ship on 16 June 1958 at Bath Iron Works, Bath, Maine. With this beginning the USS CHARLES F. ADAMS (DDG-2), first in a new line of guided missile destroyers was born.

She is named for Charles Francis Adams, ~~great~~ grandson of John Quincy Adams, sixth president of the United States, and the great, great grandson of John Adams, second president of the United States. Charles F. Adams was noted for his untiring efforts to keep the Navy a power in international affairs while Secretary of the Navy in 1929-1933; in spite of an apathetic and economy minded public. He was noted for his yachting ability which was well demonstrated in his 1921 Americas Cup Victory.

On 8 September 1959 the CHARLES F. ADAMS was launched in the Kennebec River by her sponsor Mrs. Robert Homans, a sister of her namesake.

When fully equipped and manned the CHARLES F. ADAMS displaces 1,500 tons. Her overall length is 437 feet and she has a beam of 47 feet. She is normally manned by 21 officers and 280 enlisted men.

At the Commissioning Ceremony on 10 September 1960 at Boston Naval Shipyard, Charleston, Massachusetts, Admiral James S. Russel, Vice Chief of Naval Operations, was the principal ~~speaker~~. At this time she became the responsibility of her Commanding Officer, Commander William R. Munroe, Jr., USN.

Following commissioning, the CHARLES F. ADAMS conducted intensive "technical evaluations" designed to test the performance of individual

equipments. Particular stress was placed on the TARTAR Weapon System and its associated equipments, since TARTAR was specifically designed for Destroyers. Also tested was the ASROC anti-submarine system and its associated sonar fire-control equipment. During this period final acceptance by the Navy was conducted. In addition a period was set aside for shakedown training. This welded the crew and the ship into one fighting machine, trained to react properly to various situations of attack or defense.

With shakedown training completed, the CHARLES F. ADAMS progressed to her most rugged phase of testing, Operations Evaluation. This phase evaluated the ships capability to fight under wartime conditions and for extended periods of time.

On 30 June 1961 the CHARLES F. ADAMS was assigned Charleston, South Carolina as a home port. She steamed up the Cooper River for the first time on 28 July 1961 and commenced operations as a part of Destroyer Squadron SIX.

On 13 November 1961 she left Charleston to participate in a Northern Europe Cruise prior to joining her squadron in the Mediterranean. Ports of call on this cruise included Brest, France; Goteborg, Sweden; Aarhus, Denmark; Kiel, Germany; Rotterdam, Netherlands; Portsmouth, England and Lisbon, Portugal.

Prior to her return to the United States, the ship operated with the SIXTH Fleet where valuable AAW experience was gained.

March roared in like a lion and the ADAMS sored into her home port on 3 March 1962, where she remained for a well earned month's leave and upkeep period. It was during this period, on 10 March 1962, that the Commanding Officer, CDR William R. Munroe, Jr. was relieved by CDR Scott E. Terrill, USN. On 9 April the ADAMS was underway to rendezvous

with other fleet units at Norfolk to prepare for the Presidential review held 14 April 1962. Also in April ADAMS and DESRON SIX became units of Cruiser-Destroyer Flotilla TEN.

The remainder of April and the first weeks of May were taken up with participation in a Fleet Amphibious Exercise with ADAMS missile firing in the Caribbean Sea and Roosevelt Roads area. On 6 May the ADAMS returned to Charleston, South Carolina to commence her interim yard period and remained in that status until the first of July.

July and August of 1962 were months of normal busy destroyer operations in and out of homeport, conducting type training. September was a full month for the ship. She went through drills and observations of performance by the Fleet Training Group at Guantánamo Bay, Cuba. During this time the ADAMS also prepared for participation in Project Mercury (manned space flights).

CDR Schirra's six orbital flight came on 3 October 1962 and after the successful flight, the ADAMS proceeded to Norfolk, Virginia to commence her duties as surface-to-air TARTAR missile school ship. This was a first, both for the ADAMS and the Navy.

It was while completing her duties as the first S-A-M school ship, that the Cuban crisis broke out and on 24 October 1962 the Adams took her place in the Caribbean as one of many Atlantic and Pacific Fleet ships actively involved in the quarantine and surveillance operations. The ship returned to her homeport on 2 December 1962 after the Cuban Quarantine was lifted and remained there until the new year. On the week of 21 January she served in the capacity of DESRON SIX Flagship for the last time by carrying ComDesRon SIX, Captain W. R. CAFFERATA, aboard during a week of type training.

With the new year of 1963, DesRon SIX would be taking on a new look with more missile ships and a new Flagship, USS MACDONOUGH (DLG-48).

February 1963 featured ADAMS participation in two weeks of operations at sea with the USS SARATOGA (CVA-60) in the eastern Atlantic and then to Key West to participate in an ASW/ASROC demonstration for the National Scientists and Industrialists Association (N.S.I.A.).

Upon completion of her duties, ADAMS returned to Charleston for the remainder of March for tender availability in preparation for her forthcoming yard period. CDR Scott E. Terrill, USN, was relieved as Commanding Officer by Commander Emmett H. Tidd, USN, on 6 April 1963. ADAMS then conducted a final period of type training at sea and temporarily served as Flagship for COMCRUDESFIOT SIX while transporting RADM AILES, USN, and staff to Norfolk. On 16 April 1963 ADAMS entered Norfolk Naval Shipyard to commence her first regular shipyard overhaul and the first overhaul of an Atlantic Fleet DDG.

ADAMS remained in overhaul at Norfolk Naval Shipyard, Portsmouth, Virginia, until 16 August, when she put to sea to return to Charleston. For a month ADAMS operated in and out of her homeport, engaging in individual ship exercises preparatory to deploying to the Caribbean for Ship Qualification Test firings and Refresher Training at Guantanamo Bay, Cuba. This arduous training duty in the Caribbean saw port visits at San Juan, Puerto Rico; St. Thomas, Virgin Islands; and Guantanamo Bay, Cuba. Upon completion of refresher training on 15 November, the ADAMS proceeded from San Juan to Key West, Florida where she provided ASW/ASROC school ship services for the Fleet Sonar School. Departing Key West on 22 November, after nine weeks out of homeport, her long awaited

trip home was saddened by news of the death of President Kennedy. . .

Arriving home in Charleston, South Carolina, ADAMS and crew spent a well earned leave and upkeep period, lasting through the traditional Christmas-New Years period.